

Listing of the Claims:

1. (Withdrawn) A method of forming a door shield mountable on an inner surface of a vehicle door comprising the steps of:
 - forming a first layer of a hydrophobic, air restrictive but breathable face scrim;
 - forming a second layer of one of a lofted fiber pad and an open-cell polymeric foam;and
 - joining the first and second layers together.
2. (Withdrawn) The method of claim 1 wherein the step of forming the first layer comprises the step of:
 - forming the first layer with an air permeability greater than zero.
3. (Withdrawn) The method of claim 1 further comprising the step of coordinating:
 - coordinating the air permeability of the first layer and the second layer to optimize sound absorption.
4. (Withdrawn) The method of claim 3 wherein the coordinating step of further comprises:
 - optimizing desired frequency sound absorption.
5. (Withdrawn) The method of claim 1 further comprising the step of:
 - applying a chemical low surface tension agent to one surface of the first layer.
6. (Withdrawn) The method of claim 1 wherein the step of forming the first layer comprises the step of:
 - forming the first layer as a controlled permeability non-woven scrim.
7. (Withdrawn) The method of claim 1 wherein the step of forming the second layer further comprises the step of:
 - forming the second layer of polyester lofted non woven fiber pad.
8. (Withdrawn) The method of claim 1 wherein the step of forming the second layer of a lofted fiber pad comprises the step of:
 - forming the lofted fiber pad of one of a polymer and natural fiber.

9. (Withdrawn) The method of claim 5 wherein the step of applying the chemical low surface tension agent comprises the step of:

forming the chemical low surface tension agent as one of fluorocarbons, fluorosilicones and silicones.

10. (Withdrawn) The method of claim 6 further comprising the step of:

forming the first layer as a controlled permeability non-woven scrim comprises the step of:

forming the first layer of at least one layer of one of meltblown and spunbonded polymeric fibers.

11. (Withdrawn) The method of claim 6 wherein the step of forming the first layer comprises the step of:

forming the first layer of a polymeric apertured film.

12. (Withdrawn) The method of claim 6 wherein the step of forming the first layer as a control permeability non-woven scrim comprises the step of:

forming the scrim of a spunbond, meltblown, spunbond tri-laminate.

13. (Currently Amended) An acoustically active watershield mountable on an automotive vehicle door in an interior cavity defined therein, the watershield comprising:

a first layer having a first surface and a second surface, the first surface configured to be oriented to face an outwardly oriented panel of the automotive vehicle door, the first layer composed of a hydrophobic, air restrictive, fluid repellant scrim;

a second layer in laminated relationship to the second face of the first layer, the second layer having a first face in laminated contact with the first layer and an opposed second face, the second layer composed of one of an open-cell foam or a lofted fiber material.

14. (Previously Presented) The acoustically active watershield of claim 13 wherein the second layer is formed of at least one of a lofted polymeric fiber pad, a natural fiber pad, or an open-celled polymeric foam pad.

15. (Currently Amended) The vehicle door watershield of claim 14 wherein the ~~non-woven~~^{hydrophobic, air-restrictive, fluid-repellant} scrim comprises:

at least one layer of meltblown polymeric fiber and at least one layered sp unbonded polymeric fibers.

16. (Original.) The vehicle door watershield of claim 14 wherein the scrim comprises:
a polymeric apertured film.
17. (Previously Presented) The vehicle door watershield of claim 14 wherein the lofted fiber pad of the second layer comprises one of polymeric and natural fibers.
18. (Previously Presented) The vehicle water door shield of claim 14 wherein the first layer has an air permeability greater than zero.
19. (Previously Presented) The vehicle door watershield of claim 14 wherein the second layer has an air permeability and wherein the air permeability of the first layer is coordinated with the air permeability of the second layer to optimize sound absorption frequencies.
20. (Previously Presented) The vehicle door watershield of claim 14 wherein the first layer comprises a chemical low surface tension coating agent.
21. (Original) The vehicle door watershield of claim 20 wherein the chemical low surface tension agent comprises:
at least one of a fluorocarbon, fluorosilicone and silicone.
22. (Previously presented) The vehicle door watershield of claim 14 wherein:
the first layer is formed as a spunbond-meltblown-spunbond tri-laminate.
23. (Currently Amended) A vehicle door assembly comprising:
an outwardly oriented panel;
an inwardly oriented panel;
an interior trim panel overlaying the inwardly oriented panel; and
a vehicle door shield positioned between the inwardly oriented panel and the interior trim panel, the vehicle door shield consisting of an inwardly oriented layer composed of a lofted fiber pad and an outwardly oriented layer formed of a non-woven breathable, hydrophobic, fluid-repellant scrim, in laminated contact thereto, wherein the vehicle door shield has an inwardly oriented surface formed from the lofted fiber pad.
24. (Previously Presented) The acoustically active watershield of claim 13 wherein the scrim comprises at least one of spunbound nonwoven fibers and melt-blown nonwoven fibers.

25. (Previously Presented) The acoustically active watershield of claim 24 wherein the scrim comprises at least one of spun-bond nonwoven fibers and melt-blown nonwoven fibers.

26. (Currently Amended) The acoustically active watershield of claim 25 wherein the ~~first layer~~scrim comprises at least one layer of spun-bond nonwoven fibers and at least one layer of melt-blown nonwoven fibers.

27. (Currently Amended) The acoustically active watershield of claim ~~25-26~~ wherein the fibers are positioned relative to one another in a manner sufficient to block passage of at least one of dust, dirt, and fluids, but permit a restricted amount of air to pass from the first face to the second face, air passage dependent on at least one of orientation, diameter, thickness, mass, or area of the fibers.

28. (Previously Presented) The acoustically active watershield of claim 13 further comprising a porous adhesive interposed between the first layer and the second layer.

29. (Previously Presented) The acoustically active watershield of claim 28 wherein the porous adhesive is an adhesive web.

30. (Previously Presented) The acoustically active watershield of claim 27 wherein the first layer comprises heavier basis weight fibers configured to assist in absorbing lower frequency sounds.

31. (Previously Presented) The acoustically active water-shield of claim 13 wherein the material of the first layer is different from the material of the second layer.